



**association to protect
AMHERST ISLAND**

PO Box 6, 5695 Front Road,
Stella, ON K0H2S0.

April 10, 2015

Without prejudice to all our rights

Ms. Kelly Thompson
Regional Manager, Navigation Protection
Program, Transport Canada,
100 Front Street S,
Sarnia, Ontario
N7T 2M4

Dear Ms. Thompson:

RE: Windlectric Inc. – Application under the Navigation Protection Act

1. Navigation Protection Act Application Premature

Further to my letter of February 2, 2015 in which the Association to Protect Amherst Island requests that you deny the application from Windlectric on the basis that it is premature due to anticipated design changes to the Renewable Energy Approval application, your attention is drawn to the attached Proposed Modification 3 document. The full document is available here:
<http://www.protectamherstisland.ca/wp-content/uploads/2015/04/REA-Amendment-Modification-3-Report-Combined.pdf>

The Ontario Ministry of the Environment and Climate Change seeks comments on the proposed design changes by April 29, 2015.

Modification 3 describes a proposed cement batching plant on the Island and describes two options for water taking: transport of 120,000 litres per day from the mainland via barge or water taking from Lake Ontario adjacent to the Island.

Modification 3 also confirms that in addition to the transport of wind turbine parts and heavy equipment, Windlectric plans industrial port facilities on both the mainland and Island to move cementitious materials. Accordingly any consideration of Windlectric's application under the Navigation Protection Act should be deferred until such time as the Ontario Ministry concludes its technical review.

Specifically, Modification 3 describes the daily materials requirement to be transported by barge to produce 600 cubic metres of concrete per day. This is about 67 truckloads of gravel, 53 truckloads of sand, 150 tons of cement (6 tanker trucks) and 120,000 litres of water for the cement (4 tanker trucks). The document is based on a peak of 20 trucks an hour for sand and gravel. No duration for the operation of the plant is provided. The size of the barges and the number of barge trips per day has not been provided by Windlectric so a detailed evaluation of the conflict with marine traffic is also premature,

No information has been provided by Windlectric about the schedule for the transport of the hazardous cementitious materials in relation to the proposed laying of the submarine cable.

2. Conflict with the Amherst Island Ferry

Loyalist Township Council has expressed concerns with respect to conflict with the Amherst Island Ferry, which operates on the hour from 6 am on the Island and on the half hour from the mainland with the last trip from the mainland at 1:30 am. Windlectric proposes to add four trips daily to transport its staff but this has not been agreed to by the Township and has not been considered by the Union. Any number of increased trips would simply add to the conflict with marine navigation and increase risk by operating the ferry throughout the night.

The Amherst Island Ferry is essential to transport emergency services as there is no ambulance, no medical services, no hospital, and no clinic on the Island. If an emergency occurs when the ferry is docked on the Island for the night, ferry staff make an emergency ferry run to the mainland to pick up the ambulance, return to the Island and wait for the ambulance to return with the patient. Average response time is 42 minutes for an ambulance call to pick up the patient. Adding conflict with barge traffic would create an even higher risk to public safety. Construction of industrial facilities on the Island – up to 36 turbines, a cement batching plant, hydro substation and so on - may increase the number of ambulance calls

3. Precautionary Principle

Surely the precautionary principle should apply. This application should be rejected in its entirety and Windlectric be required to submit appropriate

engineering and location drawings and a complete project description for review by all affected organizations and the public.

Please advise the status of your review of Windlectric's application under the Navigation Protection Act and provide assurance that Transport Canada will undertake appropriate due diligence.

Thank you for your consideration. I look forward to your reply.

Sincerely,

Peter G. S. Large P. Eng.
President

cc

Honourable Lisa Raitt, Minister of Transport

Mr. Scott Reid, MP

Mr. Randy Hillier, MPP

Honourable Glen Murray, Minister of the Environment and Climate Change

Honourable Bill Mauro, Ministry of Natural Resources and Forestry

Association to Protect Amherst Island

Ms. Sarah Paul, Director, MOECC

Ms. Susanne Edwards, MOECC re EBR 012-0774

Ms. Kirsten Walli, Board Secretary, Ontario Energy Board

Mayor Bill Lowry and Members of Council, Loyalist

Township Mr. Robert Maddocks, CAO Loyalist Township

Mr. Larry Keech, CAO, County of Lennox and Addington

Shipping route for material for proposed wind project concerns township council

March 24, 2015



By Elliot Ferguson, Kingston Whig-Standard
Monday, March 23, 2015 10:14:21 EDT PM

ODESSA — Loyalist Township council has concerns about the route a ship would take to transport materials for a proposed wind energy project on Amherst Island.

The township is concerned about how the added shipping traffic will affect Amherst Island ferry operations.

Windlectric plans to build a 75-megawatt wind energy project on the 70-square-kilometre Amherst Island, involving up to 36 turbines.

To get the needed equipment and parts to the island, including the massive turbine blades, the company plans to build a dock facility on the mainland near the intersection of Bath Road and Jim Snow Drive and east of the ferry's mainland dock in Millhaven.

Parts and materials for the proposed Amherst Island wind energy project are to be marshalled in a vacant industrial land west of Amherstview

A dock on the island is to be built west of the existing ferry dock in Stella.

"This will result in the Windlectric shipping vessel and barge crossing the established Amherst Island ferry route multiple times a day," the report to council stated.

"Loyalist Township is very concerned with the operation of any Windlectric vessel during inclement weather and conditions where the visibility is reduced."

The proposed route would see the Windlectric vessel cross the ferry's course close to the island.

Loyalist is seeking from Transport Canada assurances that the additional shipping traffic in the waters between the island and the mainland will not negatively affect the day-to-day operations of the ferry or affect the ferry's ability to respond to emergency situations on the island or on the mainland.

The township also wants the company to provide an emergency contact and emergency response protocol in case there is a problem.

The 33-car ferry, the Frontenac II, operates on an hourly schedule 365 days a year. On most days, the township-operated ferry makes 20 round trips to the island between 6 a.m. and 1 a.m.

In October 2013, Loyalist Township adopted a position that it would reject any Renewable Energy Approval that is "incomplete."

Last year, the Association to Protect Amherst Island filed a lawsuit arguing that the company's REA, although approved by the government, is not complete. Council is to draft a letter to Transport Canada Navigable Waters Protection Program outlining the township's concerns.

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